



WINGTIPS

Lt. Col. Patricia Brower, Wing PAO



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ARIZONA WING 2003

Col John Varljen, Arizona Wing Commander

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Arizona started the year with a bang. The wing was involved in a major SAR mission in the Northern part of the state for 2 weeks in mid January. The aircraft, piloted by well-known Evangelist Monty Price, disappeared on a flight from Las Vegas Nevada to Midland Texas. Arizona put forth a maximum effort search with both air and ground teams in an area around the 12,633-foot San Francisco Peaks. A hiker finally found the aircraft and there were no survivors. Our prayers are still with the Price family. It was a great loss to Midland Texas and the nation.

Col. John J. Varljen assumed command of the Wing on April 1st in a change of command ceremony at Falcon Field in Mesa Arizona. Col Varljen was a former Group Commander in northern Arizona.

During the year Arizona attained the distinction of flying more hours per aircraft than any other wing in the nation. Arizona was also 5th in total flying hours. Arizona was involved in a second major SAR Mission in late September. This mission lasted 3 weeks and Wing aircraft flew 450 hours over some of the most rugged terrain in the state.

Unfortunately the aircraft was never found.

The Arizona Wing Cadet encampment was held at the Papago National Guard Base in Phoenix ending with a pass in review on the Papago drill field and a dining out at the Luke AFB Officers Club. Brig Gen Phil Breedlove, Commander of the 56th Fighter Wing, was the guest of honor.

The annual Arizona Wing Conference was held at the Nautical Inn Resort in Lake Havasu City near the relocated London Bridge. The guest speaker was Barry Goldwater Jr., son of the late great Senator from Arizona. His topic was "Wake up America".

The Arizona Wing Aerospace director presented a \$1,500 dollar donation to the Commemorative Air Force to assist in the restoration of an Aeronica aircraft similar to the coastal patrol planes used by CAP during World War II. The aircraft is fully restored flying CAP decals and colors.

The Arizona Wing Headquarters was moved from the Papago NGB in Phoenix to the old NORAD "Block House" at Luke AFB. The grand opening ceremony was held on December 1st to coincide with Civil Air Patrol's 62nd birthday.

A HERO PASSES



When Colonel Richard L. McGlade passed away on New Years Day, at age 80, one of our few remaining heroes passed from our Earthly fold to his Eternal Rest. A highly decorated Army Officer, outstanding aviator, and former Arizona Wing Commander, Colonel McGlade was one of the few remaining of the true heroes of World War II. During his illustrious Military career he was awarded the Distinguished Service Medal, Distinguished Flying Cross, and the Purple Heart plus many other military honors. He flew a B-25 in a total of 67 missions in both the European and Pacific theaters of war during World War II. He was also an Intelligence Officer and Field Artillery Officer. He retired from the Army Air Corp as a full Colonel.

An outstanding leader, McGlade joined Civil Air Patrol in March 1992 where he shared his military expertise with those who both worked for him and with him. He was a leader both admired and respected by all those who had the pleasure of knowing him. He earned many CAP honors, progressing through a Masters rating in the Administration specialty track, and earning the prestigious Gil Robb Wilson award Number 1824 in February 1998.

McGlade became Arizona Wing Commander, and later a Southwest Region Deputy Commander for Arizona, New Mexico, and Oklahoma. All who knew this leader of leaders will join in bidding Col McGlade a fond and sad adieu on his final journey into the Wild Blue Yonder. Happy Skies Boss, and friend!

The passing of Col. Richard L. McGlade is a reminder of the words spoken by John (5:24), *"I tell you the truth, whoever hears my word and believes in him who sent me has eternal life and will not be condemned, he has crossed over from death to life."*

There is a natural instinct in man that draws us all back from the subject of death. It may be a sense of self-preservation which is a normal part of our human frame, or

the mystery of death which arouses a fear of the unknown.

The reality of death is unquestionably certain and is no respecter of person, time, age, ambition, or method of departure. However it comes, death is a merciless fact of life.

This sudden reminder of the assuredness of death also brings to mind some words from an Indian Prayer given to me by a close

Quechan friend:

O, Great spirit.

Whose voice I hear in the winds,

And whose breath gives life to all the world.

Hear me, I am small and weak, I need your strength and wisdom.

When life fades, as the fading sunset, may my spirit come to you without shame.

SENIOR PROFESSIONAL DEVELOPMENT - *by Maj. Frank Wheeler*

ARE YOU BORED WITH YOUR LIFE IN CAP?

Are you taking advantage of the courses available through the Air Force Institute of Distributed Learning (AFIADL)? There are a number of courses that should be interesting to anybody.

If you are an older member, have you thought about taking on a different Specialty Track? There are at least 22 different Tracks available for members to learn and be an asset to their Squadron.

If you have a new member, have you mentored them in learning their way around CAP and the events and courses available to them? Members left out of the Squadron activities soon leave CAP.

Do you have a job to do within the Squadron? If they are all taken, learn to be somebody's assistant.

Are you participating in

the events listed on the Arizona Wing Calendar?

Do you know what is going on in the Wing?

Have you suggested a Squadron activity? After checking with the Program Director, ask a friend or someone you know to present an interesting program. Have a get-together after the Squadron meeting for pizza or ice cream.

Have you ever assisted with a Cadet function? I guarantee you, if you do, you will NOT be bored. You might even learn something!

Have you ever been around Mission Base during a mission or a SAREX?

There are numerous jobs that are always short-handed during a mission.

Do you like to instruct or help put on programs? We are always looking for good instructors for the various programs we put on. Level I, Orientation Flights, Squadron Leadership

Schools, Corporate Learning Courses, Cadet Encampments, and various clinics always seem to be short on qualified help.

If you have a job in the Squadron, are you tired of it? See if you can change responsibilities after making sure you have a trained replacement.

The above is just a small sample of what can be done in the Arizona Wing. If you help your fellow members and keep active, there will never be a dull moment. Just remember to get the new members involved right away.

Lt. Col's Ruthanne Johnson and Bob Willien and myself are always available to assist you in anyway we can.

Looking forward to seeing you at the next activity or class.

Major Frank Wheeler,

Director, Senior Professional Development

CORRECTION: The Arizona Wing has two Lt. Col. Millers, and in trying to honor both for their years of service to the Civil Air Patrol some of their information was misplaced to the wrong Lt. Col. Miller. Our apologies.

Chaplain Lt. Col. Bruce Miller's love of CAP became a legacy to his son who is Chaplain and Aerospace instructor for the Carlinville, Illinois Squadron, and Miller's grandson is a CAP Cadet and glider pilot.

Our Lt. Col. Martin Miller, MD serves as the Wing Medical Officer.

CIVIL AIR PATROL CADET COMPETITIONS

The Arizona Wing Cadets met the weekend of 13 December at Davis-Monthan Air Force Base to compete in standard drills, outdoor and indoor flag posting, and a mile run. There were teams from Phoenix Deer Valley (Squadron 302), Verde Valley (Squadron 205), Gilbert (Squadron 307), Yuma (Squadron 509), and Tucson (Squadron 105).

These young Cadets braved the cold and showed how well they are trained to perform military protocol for flag ceremonies and drills. The judges for the competition were from the Davis-Monthan Base Honor Guard and the Head of the Airman Leadership School (ALS).

Cadets participating were: Michael Yeager, Hari Sangha, Matthew Ramage, Alex Henry, Jacobe Parks, Cameron Phillips from Phoenix Deer Valley; Joshua Edgerton, Jamie Hurley, Sean Rauch, Max Weaver, Chris Murcko, Jonam Russell from Verde Valley; Sherayne Peak, Tanya Peak, Stephanie Peak, Candace Sackett, Jeffery Masi, Dustin Weigel from Gilbert; Neftali Aguilar, Annette Celiz, Adrin Garcia, Jessica Lawson, Ashely McCleney, Nathan Padron, Jeremiah Richardson from Yuma; and Marisela San Miguel, Kelly Copeland, Angel Hill, Mario Oquita, Devin McClain from Tucson.

As Capt. Owens said, "All of the Cadets that took part in this weekend Cadet Competitions are WINNERS." The big winner this year is Squadron 105. The second place winner is Squadron 302.

CONGRATULATIONS

CADETS!!!!



Carburetor Icing *from The Sentinel on Safety—December 2003*

While carburetor icing can occur almost anytime, there's no time like the present to review this insidious hazard. Carburetor icing is the number-one cause of icing accidents. Close monitoring of engine instruments and quick corrective measures are the keys to coping with this threat.

As air is drawn into the small throat of a carburetor, the venturi effect accelerates the air and cools it. It cools even further when mixed with vaporized fuel. When this moist air reaches the freezing point of 32 degrees F., ice particles that begin to form deposit themselves on the throttle plate. The carburetor can then become choked by ice to the point that the engine receives less air than is required for full power. The once explosive air/fuel mixture becomes so rich from excess fuel that the engine ceases to fire. What conditions are conducive for carburetor icing? It's possible for carburetor ice to form even when the skies are clear and the outside air temperature is as high as 90 degrees F., if

the relative humidity is 50% or more.—especially when operating at reduced power settings. The envelope for the most severe buildups of carburetor ice is between 65 and 100% relative humidity and 25 to 65 degrees F. In other words, carbureted engines are susceptible to icing almost anytime.

Now, let's look at how to detect carburetor icing. On the ground during engine run-up, ice is easy to positively identify and remove. On a Cessna, for example, at 1,700 rpm the carburetor heat control is pulled out fully to the hottest position. Because air entering the carburetor after application of carb heat is warm (from the engine compartment) and less dense, you will notice an rpm decrease of 100 to 300 rpm, and the rpm should remain low until the carburetor heat control is pushed all the way back in. However, if the rpm decrease is noted, but slowly begins to increase so that when the carb

heat control is pushed back in and the rpm reads more than the original 1,700 rpm, you had carb ice.

There are two opportunities to detect the subtle indication of developing carb ice while airborne. The subtlely is a gradual, small drop in RPM on a fixed-pitch prop aircraft, even though the pilot did not retard the throttle. On a constant-speed prop aircraft, a gradual, small drop in manifold pressure (MP) indicates carb ice while in flight. If detected early and dealt with correctly you can easily prevent an untimely engine stoppage. The bottom line in carb ice prevention is to use carb heat.

- During the before takeoff check (as required by your aircraft POH), but not during takeoff.
- When conditions are conducive for icing.
- When operating at reduced power settings.
- In the full-on position. Don't use partial carb heat settings.

Passing of Lt. Col. Henry "Bill" and SM Vivienne Waldman

On Christmas Day, CAWG lost two of their members and members of their family in a tragic plane accident.

Lt. Col. Waldman and his wife Vivienne were visiting other family members in the Las Vegas area. The two families were leaving for a day trip to Laugh-

lin aboard Bill's plane when the plane developed engine problems following take-off. On an attempt to return to the airport, the Beech A-36 Bonanza crashed killing all six aboard. Howard Plagens, the crash's head investigator for the NTSB, said the pilot reported engine trouble. Mo-

ments later the plane plunged into the ground on the airport's southern edge.

Bill is a retired USAF pilot and has been a busy and popular CAP Chief Check Pilot based at Torrence.

Lt. Col. Don Dillahunt

CAP Balloon Makes Appearance At Red Rocks Event *by SM M. Maxwell*

The Arizona Wing Balloon team, piloted by SM Martin Maxwell of Squadron. 302, made its first ever appearance on 6 and 7 December at the Gallup Red Rocks Balloon Rally in Gallup, NM. The event is by invitation only.

Crew for the event included 3 cadets from Sqn. 302, including Airman Basic Preston Maxwell, Airman 1st Class Stacy Arnold and Airman Colleen Shull, SM Capt. Kathy Couragous, and Lt. Hoy and 8 cadets from Gallup NM. The crew braved temperatures in the 30's, lots of dust and hard work to put on an excellent flight on Saturday morning, and a balloon glow with approx. 20 other balloons in Gallup Saturday night, which was a big hit with area residents. Due to wind direction and speed flying was cancelled on Sunday morning.

The balloon crew plans to take the balloon to other events around the state of Arizona. If you would like the balloon to come to your area for cadet flights and training, contact Lt. Col. Pete



FIRST UNTETHERED FLIGHTS: The morning of 30 November was the time, and the place was the balloon launch area at 14th Street and Carefree Highway. This was to be a flight for brave Senior Members. Our very able pilot, Martin Maxwell had no doubts. Jerry Lobel and Pete Feltz participated in the first flight of .6 hours and Bruce Firstman went on the second flight of .4 hours.

As a reminder, the balloon will be in Arizona until the end of April, 2004.

Several squadrons have already indicated a desire to get rides in the balloon. There is a Cadet Orientation Syllabus being composed. As of this date it is not yet complete but should be done soon. Our Standards and Evaluation team needs to sign off on it along with Col. Varljen, our Wing Commander. Look for this soon.

Lt. Col. Pet Feltz, DDAE/Plans and Programs.



Leadership in the 21st Century, Part III

by Del Rubi, Senior Master Sergeant, USAF, Retired

We've discussed 6 traits to leadership, let's now look at 10 principles; AKA, rules or guides for effective leaders:

Principles are rules or guides that have been tested and proven over the years by both successful and effective leaders. These 10 principles listed below, when applied, can create a dynamic and positive working environment for leaders, managers, unit commanders, cadet senior leaders, cadet leaders, and followers. The first principle is **knowing your job**. People are compelled to follow a "competent person" who has the knowledge and skill to be able to determine what is required to complete the mission. Once the leader has gained the knowledge for accomplishing the job, it's their primary responsibility to train others (leaving their legacy). With job knowledge, leaders can effectively evaluate the work of their employees (AKA: CAP members) and provide them with honest and effective feedback ensuring a safe, efficient and productive working environment. Next, it's equally important for leaders to **know themselves**. Leaders bring different strengths and weaknesses to the workplace and/or unit. Once a leader is aware of their weaknesses, they can begin to find ways to correct them if they are really interested in their people and/or the unit mission. Please realize that strengths can be weaknesses for some leaders as well.

According to the former Chief Master Sergeant of the Air Force Robert D. Gaylor, "every one wants to be an effective leader, whether in the Air Force or in the community. You can and will be if you identify your strengths, capitalize on them and consciously strive to reduce and minimize the times you apply your leadership style inappropriately". Once a leader has learned their job and has learned more about themselves, it's time for them to **set the example**. Setting the example is very important because people will emulate the standards of personal and professional conduct leaders establish in the workplace. For example, if the leader does not tolerate harassment in the workplace, more than likely employees will not tolerate it either. If the leader demonstrates and expects 100% effort, more than likely unit members will follow their lead and ensure they accomplish their duties according to applicable directives and established standards. The leader must be disciplined enough to know what is right and wrong, and then, the leader must correct those who violate the rules. Most people respect leaders who set the example both on and off the job. Ultimately, with respect, comes teamwork. The fourth principle is **caring for people**. A leader must get out of their office and mingle with their people and/or troops. President Lincoln made it a habit during his four years in office to spend time among his troops. He realized how important they were toward getting the job done. On October 24, 1861, he relieved one of his generals from command because he stated "he (the General) is losing the confidence of men near him...his cardinal mistake is that he isolates himself, and allows nobody to see him; and by which he does not know what is going on in the very matter he is dealing with". Think about this CAP leaders--when your CAP members feel that you, as their leader, sincerely cares for them, they will work that much harder to please you, their comrades, the unit and hopefully, the Arizona Wing Civil Air Patrol.

The next principle and one that is probably the most important is **communicate**. Information should flow throughout the organization, up, down and across your communication lines. When people are in the know, they will be better prepared to support the mission, each other, and they

Leadership in the 21st Century, Part III *continued*

will also understand the "why" things are decided upon. Ultimately, it's the leader's primary responsibility to keep all channels of communication open. **Educate**, the next principle, goes hand in hand with communication. Leaders who know their jobs must know how to teach their new members. Think about this for a moment, people must be properly trained to accomplish their jobs. They are in this organization to do a good job and training is one of the reasons why they pay their dues--the leader must provide a positive, motivational and effective learning and training environment!!! Give your people a fish and they eat for a day, teach your people how to fish and they can eat for a lifetime. Next, the leader is also responsible to **equip** their employees with the necessary tools and knowledge for job accomplishment. Leaders must secure the funds, identify the needs, and then provide the tools necessary for employees to effectively complete their jobs--no Aircraft, no Vehicles, no Knowledge, no Trained people, equals no mission!

Motivate is the eighth principle and is the most challenging for the leader. Motivation is the driving force behind successful leaders. Once leaders understand the needs of their people, they can align these needs with the requirements of the organization. Please realize the mission is paramount, therefore, the needs of your people must match the needs of the mission. Anything less is incompatible to mission accomplishment! The ninth principle is **"accept your responsibility"**. All too often leaders blame employees when the mission is not accomplished. Why? Because this is an easy way for some leaders to ensure they satisfy their own "ego" and feel good about themselves. Remember, if the work is not completed on time or if it is completed in an unacceptable manner, the leader is accountable. The last principle is **teamwork**. This is the cornerstone of the leadership process. If the leader has done his or her homework by learning and practicing leadership traits and principles, then the leader can create an atmosphere of effective teamwork and cooperation. Warren Bennis, USC Professor and former university president, described how to be a good leader. He stated, "be yourself...figure out what you're good at, hire good people who care, and treat them the way you want to be treated. Switch from macho to maestro. Listen hard, get out of your people's way, cheer them on, and start counting the gains".

As you can see, just knowing your job is not enough as a leader. You must take this leadership responsibility to a level that is not discussed in your CLC and SLS courses, nor in the Cadet Program. When you command a unit with 10, 25, 50 or even 100 people, you must understand this is a great responsibility and one that is the most important job you can accomplish in your CAP career. Hopefully, the information discussed above can assist CAP leaders in motivating their volunteers in accomplishing the demanding and important mission to the State of Arizona, the U.S. Air Force, and our great Nation. Good luck my friends! Until next time...

Regards,

Del Rubi, Senior Master Sergeant, USAF (Retired)

The Wright Brothers created the single greatest cultural force since the invention of writing.

The airplane became the first World Wide Web, bringing people of differing languages, ideas and values together.

Bill Gates, CEO, Microsoft Corporation 4 March 1998

SQUADRON 302 NEWS:

Squadron 302 celebrated this year with an Open House for family and friends on Monday night, December 15th, 2003. Many certificates of appreciation were presented to the Cadets, Senior Members and members of the community for hard work and dedication within CAP, to others and this great country. One Senior award that stands out is the "Ace Award" presented to Maj. Newton Muehleisen for his dedication and work with CAP.

We had a special guest, Lt. Col John Nelson from the 161st Arizona Air National Guard at Sky Harbor. Lt. Col. Nelson was a former cadet and attended the Air Force Academy. Lt. Col. Nelson presented the Earhart and Mitchell Awards to the following cadets:

Earhart Awards went to:

Cadet Annadell Apple, Cadet Sean Whisenhunt

Mitchell Awards went to:

Cadet David Pohl, Cadet Kyle DeWitt

Many of the cadets received awards for achievement and outstanding works of excellence. We certainly have a great group of future leaders.

Lt. Paula Ramage, PAO Squadron 302

It is with a considerable amount of pride and joy that I can announce Cadet Andrew F. Hay successfully completed his Spaatz testing today at Luke AFB. His paperwork will leave Luke in today's mail for Maxwell AFB. He was most ably assisted and encouraged through the PT phase of the exam by a previous Spaatz winner, Cadet Timothy Humphries, who proved what Spaatz Award holders are made of by his mere presence. He was a valuable "wingman" for Cadet Hay and an excellent assistant to me.

Michael "E.T." Holm, Lt Col, USAF (Ret) State Director



My congratulations to Cadet Hay, my thanks to Cadet Humphries and all those who

FLYING

My father had been opposed to my flying from the first and had never flown himself. However, he had agreed to go up with me at the first opportunity, and one afternoon he climbed into the cockpit and we flew over the Redwood Falls together. From that day on I never heard a word against my flying and he never

Missed a chance to ride in the plane.

Charles A. Lindbergh
(1902-1974)

PROMOTIONS AND

RECOGNITIONS

On 16 December, USAF Command Chief Master Sergeant Lindsey presented Cadets Justin Beeson and Cody Cenzano (currently the Cadet Commander) with their Mitchell Awards. Both Cadets are to be commended for this superior achievement. To Qualify for the Mitchell Award, the Cadets demonstrated a thorough understanding of leadership, aerospace studies, and also passed a physical fitness test.



C/Lt Cenzano and Capt. Doug Woodrum (USAF).

Cadet Beeson and SM John Lindsey



THE BIG PISTON AWARD

The Falcon Composite Squadron has a tradition of recognizing one Senior Member who significantly helps the squadron throughout the year. This year, major Francois Bergeon, the squadron commander, presented The Big Piston Award to 1Lt. Vernon Orr for his superior efforts. Lt. Orr (left) is currently serving as the squadron Operations Officer. Throughout the year, he has consistently kept the aircraft paperwork in order, and has even made several trips to the Wing Headquarters to submit monthly payments for the proficiency flights. Lt. Orr joined CAP in July 2002. He is mission scanner, mission observer, and transport pilot qualified. Congratulations Lt. Orr for your work!



If you want to grow old
as a pilot, you have to
know when to push it
and when to back off.
General Chuck Yeager

DON'T FORGET
THESE ITEMS ARE
A V A I L A B L E
THROUGH NA-
TIONAL:

National has new videos available. There are three new ones:

[CAP's Homeland Security CAPabilities 4 min. 34 sec.](#)

[Homeland Security Resources and Activities 13 min 26 sec.](#)

[There are also two 30 second PSA announcements.](#)



They that can give up
essential liberty to
purchase a little temporary
safety, deserve neither
liberty nor safety.

*Benjamin Franklin
motto of the Historical
Review of Pennsylvania 1759*

GREAT THINGS ARE HAPPENING IN TONOPAH

Thanks go to the hard work of 2Lt. Rickey A. Triplett and his daughter Cadet Master Sgt. Karissa Triplett and son Cadet Chief Master Sgt. Mathew Triplett.

Over a three month period and much investigating and learning, Lt. Triplett has initiated a Middle School Initiative at the Ruth Fisher School in Tonopah.

Lt. Triplett began by speaking to the school Superintendent Ms. Roxanne Morris. She set up an assembly for Lt. Triplett to speak to approximately 250-300 students. Cadet Master Sgt. Karissa Triplett took the lead and spoke with the students about her time in the Civil Air Patrol. She described Encampments, FTX's, flying, and promotions. She took questions for over an hour, and when the teacher needed them back in class they did not want to go because they had more questions. When asked, "Who wants to join?" There were not enough applications. Cadet Chief Master Sgt. Mathew Triplett made up handout packages for the students.

It was necessary for the school to sign a Memorandum of Agreement with the National DDR Program which must be sent to the Wing Commander, Col. Varljen. When he signs the form 27, it will be official.

With the applications and dues collected, this new MSI Unit will have 31 Cadets and 13 Senior Members. The new MSI Squadron Commander is SM Thomas Wheeler.

Lt. Triplett will be in charge as the Arizona Wing Contact for one year for the MSI Squadron and make sure that the squadron understands regulations, events, and training that is required of all squadrons..

The MSI Cadet membership is just like all Cadets. It is either an after school program or an in school program, or an in school program with credit from the school towards a diploma.

A lot of meetings and parent involvement is a MUST. The Saddle Mountain MSI Squadron parents and teachers stepped up to the plate and are a tremendous help. The Parent Teacher Organization donated \$600 to start the squadron and help out with Cadet's needs.

On Monday, 2 February, at 6:30 p.m. until 9:00 p.m. the Arizona Wing and Col. John Varljen will present the first Middle School Initiative Charter in Arizona to Ruth Fisher Elementary School, Tonopah, AZ. Some very important people have been invited, and the public is invited.

2Lt. Rickey A. Triplett AZWG/CAP/DDRA



The Old year has gone-

It's time to welcome the new, and may it be a good one for all of you!

Happy New Year ! ! ! ! !